

To-day's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the ACTING OFFICIAL RECEIVER to Sell by
PUBLIC AUCTION,
UNDER AN ORDER OF THE COURT,
on

SATURDAY, the 29th June,
at 2.30 P.M.,
No. 17, DES VUEX ROAD, above the Offices
of the P. & O. S. N. Co.

SUNDRY OFFICE FURNITURE,
Comprising:—
TEAKWOOD DESKS, OFFICE CHAIRS,
LETTER BOXES, STATIONERY CASES,
COUNTERS, One large COPYING PRESS
and Stand, BOOK RACKS, &c., &c.

ALSO:
REMINGTON and HAMMOND'S
TYPEWRITERS and One large IRON SAFE
by PHILLIPS & SONS, LONDON.

And
A quantity of COMMERCIAL CODES.
TERMS:—As Usual.
The above are now on view.

HUGHES & HUGHES,
Government Auctioneers.
Hongkong, 25th June, 1901. [666c]

WANTED.

A EUROPEAN QUARTERMASTER to
superintend the Commissaries of the "STAR"
FERRY BOATS. Must be strictly sober and
accustomed to work with Chinese.
Apply by Letter only, with Testimonials,
to

SECRETARY,
STAR FERRY CO., LIMITED.
Hongkong, 25th June, 1901. [666c]

G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

ARRIVAL OF THE LATEST PRESERVED
AMERICAN DANTIES.
Just Opened, Call and Inspect, Best quality,
direct from the Factory.
Hongkong, 25th June, 1901. [667c]

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, QUEEN'S ROAD CENTRAL,
(R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1453b]

A. S. WATSON & Co.,
LIMITED.
ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are construct-
ed with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.

A perfect System of Filtration is
employed guaranteeing Absolute puri-
ty.

The Machinery used is of the Latest
Type.

A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.

The Waters produced are of the
highest class and excellence; as testi-
fied by the best English makers.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 25, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, June 22nd.
Reuter's correspondent at Craddock reports
that in an engagement at Waterkloof, ten
men of the Midland Rifles were killed, four
wounded, and sixty six captured.

THE PHILIPPINES.

General Chaffee has been appointed Military
Governor of the Philippines.

BRITISH SOUTH AFRICA.

THE WATERKLOOF
ENGAGEMENT.

Nothing is known of the Waterkloof en-
gagement beyond the casualties.

RELIGIOUS ASSOCIATIONS IN
FRANCE.

The French Senate has adopted the
Religious Associations Bill, somewhat
amended.

FRANCE AND THE NEW
HEBRIDES.

The French Consul General at Sydney
being interviewed, said that France having
taken possession of, and colonised, the New
Hebrides, would be likely to retain the is-
lands, and would certainly object to any
other power annexing.

WEATHER REPORT.

The Observatory report says:—
On the 25th at 12.10 p.m. the barometer has
fallen on the China coast owing to the existence
of a shallow area of low pressure over the E.
coast. Gradients slight for S.W. winds in S.
China, moderate for E. winds over the E. coast.
Forecast:—S.W. and varying winds, light or
moderate; fair at first, probably thunder showers
later.

LOCAL AND GENERAL.

H.M.S. *Hermione* is flying her paying-off
pennant.

MR. HARPER of the Bay View Hotel returned
to Hongkong this morning.

MR. R. A. COLLINS, lately recovered from plague,
has gone to Macao to recover.

Up to the time of going to press, the sunken
dredger *Canton River* has not been floated.

The remainder of the Bengal Lancers at present
in Hongkong are leaving to-day or to-
morrow morning. The 3rd Madras are stopping
in the Colony.

The American yacht *Constitution* broke her
mainmast on the 4th instant in a trial spin off
Bristol, Rhode Island. The whole of her
rigging collapsed like the *Shamrock*.

WHATEVER are the Kowloon coolies thinking
about? There were three cents, in the shape
of a dead rat, lying in the middle of Elgin
Road this morning, and no one made a rush
for the prize.

WE would remind our readers that if they
intend to enter for our "Raid on Hongkong"
competition, the time is growing short. The
articles must all be in this office by five o'clock
on Saturday next.

THE largest Thames trout of the present season
has been captured at Hampton Court. It was
hooked in the weir pool, and scaled 8lb. 4 oz.
At Staines, another nice trout of 5lb. 9 oz. was
landed, like the other, a specimen of the
American rainbow trout.

THE Royal Engineers Variety Club gave an-
other of their enjoyable evening entertainments
last night. The little theatre was well filled
with an appreciative audience. The manage-
ment was good as usual (a most important part
of the entertainment) and everyone went away
thoroughly satisfied.

MR. DASHINOV of Rawalpindi, who has
several times during the South African war
shown his interest in the welfare of the British
soldier, is now forwarding what he calls his
'humble present' to the sick and wounded at
Pretoria. This takes the practical form of tins
of tobacco and boxes of Indian cheroots, a
modest label conveying his 'best wishes.' The
British soldier will certainly not forget Mr.
Dashinoboy.

THE Sikhs of Amritsar have decided upon a
somewhat novel way of commemorating Lord
Roberts' victories in South Africa. They are
going to publish a religious paper with this
object, to be called the "Hamdard Khalsa"
and the first number will be issued on July 4th.
The paper is in the hands of a committee of
influential Sikhs, Bhair Sohet Singh, head
Ardasia of the Golden Temple, being the
honorary editor.

SIR C. DILKE in the House of Commons on the
23rd ult., asked the Secretary for India whether
it had been proposed by any foreign Govern-
ment that an international decoration should
be granted to the troops of the various
nations who had taken part in the recent
operations in China, or that a star should
be given for the defence of Peking; and
whether His Majesty's Government proposed
to give any medal for Admiral Seymour's
march, the defence of the Legations, or relief
of Peking. Lord C. Hamilton: His Majesty's
Government propose to give a medal to all
who have been engaged in the operations lead-
ing to the siege of Peking or in its defence.
The project of an international decoration is
under consideration, but has not yet assumed
such a shape as to enable me to make any

GOVERNMENT has taken up seventeen trans-
ports in Calcutta to convey the China Expe-
ditionary force back to India. They are the *Ulla*,
Clavering, *Chinglu*, *Umta*, *Forinosa*, *Hai-
ching*, *Glengyle*, *Itola*, *Shenking*, *Lalpoora*,
Nunani, *Muttra*, *Patiala*, *Itria*, *Itinda*, *Raja*
and *Sumatra*.

WE shall be obliged if any subscriber on
receiving his paper late or irregularly will
write on the Wrapper of the paper the Time of
delivery, etc., and forward the Wrapper to the
Manager, *Hongkong Telegraph Co., Ltd.*, 50
Queen's Road Central. The wrapper will
enable us to check the delivery coolies.

ON Sunday the 9th inst., a python measuring
fully 25 feet in length was captured in the
jungle a few miles up river from Kuching
(Sarawak). The python had just swallowed a
pig, and was trying vainly to re-enter his lair,
obstructed by the size of his meal, when he was
tracked down by some coolies. After a big
tussle they secured him with rattans, and
brought him to the Museum, receiving \$25 for
their prize.

ACCORDING to a Reuter's telegram to Indian
papers, the Volunteer returns for 1900 show an
increase as compared with those of 1899, and
the efficiency have increased by 46,000. This
increase is the largest on record since the
formation of the Volunteer force. There has
been an upward tendency, it is true, but it is
rare to see a larger increase in any year than
four or five thousand. The war in this, as in so
many other directions, has had its uses.

A HOME paper states that it is possible that
the "bluecoat boy" will soon be a thing of the
past, as it is rumoured that the time-honoured
uniform of the boys of Christ's Hospital School
may be abolished when the institution is
removed to Horsham. Whatever may be said
about the removal of the ancient school, there is
no doubt that general regret will be felt if the
well-known dress of the boys is abolished.
It has valuable historical associations, and
dates back at least four centuries.

THIS morning, says the *Strait Times* of the
19th inst., Detective Inspector Watchman ac-
companied by two native detectives, a Malay
and a Kling, left by the German mail steamer
Hamburg for India to bring back the abscond-
ing tumbly, Abdul Kader, who was arrested at
Negapatnam, India, on a warrant issued at
Singapore, charging him with being concerned
in the recent theft of notes from the Hongkong
and Shanghai Banking Corporation. The
Police Court proceedings, which are fixed for
to-morrow morning, will probably be postponed
again pending the arrival of Abdul Kader.

SPEAKING of the withdrawal of the Indian
troops from China, the *Northam Gazette*
says:—The winter has been a severe one but
the Indian Contingent has come through it
admirably. Special satisfaction has been given
by the shelter, made of two layers of matting
with oiled paper of the country between them,
that have been built over some of the British
tents. These have been easily and cheaply
erected, yet have sufficed to keep the tents dry
and have increased the comfort of the inmates.
It is understood that the system will now be
tried experimentally in India. If found appli-
cable to this country it may be a great boon in
standing camps on the frontier, where hutting
is always a matter of difficulty.

WE would call the attention of our readers to the
offer of a prize of fifty dollars made in our leader
column of the 11th instant. As will be seen,
the prize is to be given for the best sketch of a
project for the capture of the Island by a hostile
force with a view to the destruction of the Naval
Yard, Arsenal and Barracks. This is a subject
which should readily interest our readers, and
we trust that we shall have a good batch of
manuscripts to consider. Articles should not
exceed two thousand words in length; they
must be written on one side of the paper only
and should reach this office before 5 p.m. on
Saturday, 29th inst. All articles to be address-
ed to:—

The Editor,
"Hongkong Telegraph,"
50, QUEEN'S ROAD CENTRAL.

AN exchange says:—The German army doctor,
F. Schaefer, seen to differ from the Boers in
their opinion about the lance. The learned
doctor has investigated the subject of lance
wounds as reported in military and civil re-
cords, and can only find mention of fifty-one
cases after going as far back as the sixteenth
century. The evidence is that the wounds in
the majority of cases are exceptionally light,
and even serious ones generally take a favour-
able course. The reason seems to be that the
gradually increasing width of the end of the
lance is specially adapted to push aside the
easily-shifted organs of the body, such as
nerves, blood and other vessels, and the in-
testines, without piercing them. The lance is,
therefore, a "humane weapon," and will remain
so unless some alteration is made in the shape
of the point.

THE correspondent of the *Morning Leader*
writes from Berlin recently to say that the
Kaiser himself does not think he is quite in-
fallible. The correspondent says:—It appears
that the Kaiser is intensely annoyed that, in
spite of the utmost care taken by the authorities
to keep curious reporters at a respectful dis-
tance when he made his speeches, these still
found their way into the newspapers. What he
says as supreme head of the army to his soldiers
does not, in his Majesty's opinion, concern the
public, and matters will be arranged differently
in future. The Kaiser is further of opinion that
not every word should be weighed which he
utters in the eagerness of the moment, and
frequently improvised. If only his leading
thought is kept in mind his actual words are
immaterial, for "the monarch himself is but a
man and not quite infallible." It is stated that
the new regime will be inaugurated when his
Majesty unveils the monument to Bismarck in
front of the Reichstag on the 24th of June, but
it is not yet known how the representatives of

WE hear that the Gods of Literature and War
were quite exhausted after their furious struggle
with the 'Plague Devil' yesterday. Peace
negotiations are said to be still continuing, but
the censorship is most strict, hence we cannot
say how matters are progressing.

WE regret to report the death of James Edward
New, who died very suddenly at Sheung Shui
in the New Territory. The deceased lately
joined the Police Force of this Colony from the
Royal Marines and bore an irreproachable
character. His funeral takes place at 7 a.m.
to-morrow.

THE disgusting nuisance at Tsing-tsuai, to
which we referred yesterday, still continues.
At two o'clock this afternoon there was a very
evil-smelling pile of garbage lying alongside
the cart, and right in the public road too.
Why should this filth be allowed to obstruct
the road any more than a hawk's stall?

As will be seen by reference to our advertise-
ment columns, the Star Ferry Co. are in want
of a European quartermaster to superintend
the consignments of their boats. We congratulate
the Ferry Company on the step they are taking,
which shows that our little lectures have been
taken to heart by them. It is to be hoped that
the European quartermaster, when caught, will
prove to be a veritable "Sergeant Whistling-
name."

BUSINESS is admittedly bad in Hongkong, so
Mr. G. Girault of Queen's Road is making
great efforts to secure the public patronage.
He has just received a large and varied assort-
ment of American preserves, tinned and bottled
goods. The advantage is, everything is per-
fectly fresh and of the very best quality. Among
the latest American specialties are pretzel biscuits,
buckwheat, asparagus (special), hams, break-
fast bacon, fruits, beans, &c. &c.

THERE are now, at Ahmednagar, says an
Indian contemporary, 22 Boer officers and 976
men. The fort in which they are confined
affords ample accommodation for all purposes,
including a large recreation ground. The
prisoners are well housed, the rations are good
and in excess of that laid down for British
troops—why this should be, goodness only
knows—and every precaution has been taken
to secure a supply of pure drinking water.
Everything possible has been done for their
health and comfort during their enforced deten-
tion, and the prisoners have expressed them-
selves pleased at the manner in which they
have been received, and with the way they
are being treated in the camp.

A HOME paper says:—There was a sale of
stringed instruments recently at Messrs Put-
tick and Simpson's, in Leicester-square, and
many of them were of supreme value, espe-
cially the collection of violins and violoncellos
which belonged to the late Sir Arthur
Sullivan. There were seventeen of them, in-
cluding the celebrated Strad on which he
set such store. The correct signature is
"Antonio Stradivari, Cremona, 1692." There
were some rather unusual features about the
bidding for this rare instrument. The candid
auctioneer declared that in order to set all
doubts at rest he might as well say that though
the late owner was positive it was a Strad,
another eminent expert was equally certain
that it wasn't. Therefore he simply offered it
to the public as "a violin pure and simple." At
the same time, he rejected some frivolous
preliminary bids of £5 and £10, and said he
would accept nothing less than £50 as a
start. The bidders agreed, and in about
a minute the price was run up to £600,
at which figure it was knocked down. The
total amount realized for Sir Arthur Sullivan's
violins was £267 7s. 6d. Sir Arthur had a
violinello by Joseph Guarnerius, dated 1719,
on which he also set great store. The price of
this was £170.

MR. B. J. Tennant, the Liberal Member for
Berkshire, intends to make the unfortunate
death of Smith, the pugilist, the occasion of
bringing the whole business of boxing com-
petitions before Parliament with the view of
their prohibition, says a recent number of the *Asian*.
Every precaution is taken in these matters and
the risk of injury in the recent fatal match was
diminished by the use of 8 oz. gloves; but the
fact remains that Smith died of compression of
the brain and the soft-headed among the brethren
will, of course, make the most of it. One fatal
encounter in 700 bouts is a low enough average
in all conscience, and if the number of fatalities
in boxing competitions all over the Kingdom
were taken we should find them work out
something more like 1 in 7,000. If Mr. Tennant
does carry out his project we must trust that some
more practical member will ask for returns
showing how many fatal accidents occur annu-
ally among bicyclists, footballers, jump race
riders and others. It is only by comparison
of averages that the true extent of danger in-
curred can be fairly gauged; and boxing at the
National Sporting Club since the fatal mishap,
which occurred a couple of years ago, has been
so hedged about with precautionary measures
that it is become one of the safest forms of
exercise in which an active man can engage.

SPORTING NEWS.

Apart from the usual amusements provided
at the ordinary Gymkhana, the bill of fare
provided for the meeting on the 29th promises
to attract every sportsman in the Colony. For
the first time at any Gymkhana meeting in
Hongkong there will be open races for Walers,
and the horses being prepared should give some
good sport. The condition of many of the
contestants seen on the course this morning
reflects great credit on Mr. Hill of Mr. Ken-
nedy's establishment, in whose hands many of
the horses are placed.

This morning the pick of those out for
exercise was undoubtedly Mr. Kennedy's
"Mary," a fine upstanding mare in the pink of
condition, who in the hands of Mr. Master put
in a fast half mile, finishing as if she wanted
another mile spin.
"Hoodoo" did a good mile and when pulled
up was galloping in a most determined fashion.
"Loyalist" went a mile and a quarter, moving
for the best part of the way in grand style, but we
almost thought he had had enough of it. As
he is on the big side we expect to see an improve-
ment by Saturday. "Favourite Rose" was sent
three quarters of a mile in not too taking a
style.
"Glory," "Donna," "Kangaroo" and did slow
work.

The water polo game between the Eastern
Division of the Royal Artillery, and the Vic-
toria Recreation Club to take place this after-
noon at 2.30 is expected to prove one of the

THE REPORTED REMOVAL OF
THE NAVAL DOCKYARD.

Vague rumours have been circulating for the
last week or two as to the removal of the Naval
Dockyard to a more convenient site on the
Kowloon side.

We may inform our readers that nothing
definite has been decided. The Hon. C. P.
Chater's scheme has been before the Govern-
ment for some time, also Mr. Ordish's report
on the same. Great interest is felt generally
with regard to the proposition, as it would be
an undoubted improvement to the City and
help to relieve the present congestion of
population.

WATER POLO.

The following match was to be played at
Victoria Recreation Club, Kowloon, to-day
commencing at 5.30 p.m. sharp.

Wednesday, 26th June.—V.R.C. v.

R. W. Fusiliers.

V.R.C.—Goal.—R. Henderson; Backs—L.
H. Alves, F. M. Rosa Pereira; & Back—A.
Alves; Forwards—A. Humphreys, F. Jorge,
H. Kennet.

AT THE MAGISTRACY.

AN ARTISTIC CAREER.

Robert Mirfin, described as an artist, was
charged this morning on a remand with steal-
ing \$310 from F. Lawson, at the Star Coffee
House.

In the absence of any evidence from the
prosecution the defendant was discharged.

TREE CUTTING.

Chan Fung and Li Tsung got it stiff for
cutting trees, on Crown Land. They went to
prison for six weeks' hard labour each.

LUNKERS CHARGED.

Two Chinese constables, Li Pak and Man
Hieng, were charged with violating their duty
and the 1st named with assaulting Ip Chan.
The case was gone into at great length by Mr.
Hazelard and ended in defendants being dis-
charged.

A MISUNDERSTANDING.

Mr. Chan Tong, by profession a bricklayer,
paid a visit at midnight to Mrs. Leung Ngan
Fong. On leaving there was a slight trouble as
to the finances and Mr. Chan Tong got 14
days' hard labour this morning for taking away
with him a gauze jacket valued at \$5.00. Moral,
when you put with money do not insist on a
quid pro quo.

REMOVING A BODY.

Chin San was fined \$10.00 or 3 weeks for
attempting to remove the dead body of a girl
without the permission of the Sanitary Board.
The cold hard facts at a Police Court some-
times cover a world of pathos.

THE "BOY" AGAIN.

Mrs. Hood charged her boy with stealing
\$5.00. He, poor fellow, did not understand
quite what he was arrested for. But Mr.
Kenn, with a keen appreciation of the growing
evil, sentenced Chan San to 6 weeks' hard
labour.

OPIUM.

Amongst a number of opium cases one is
worthy of note. Ho Po, charged with having
15 taels and one mace illegally in his posses-
sion, was fined \$300 or 3 months. He went to
gaol.

THE PLAGUE.

Number of cases reported	Chinese.....1,386
up till noon of the 24th	Other Asiatics 46
June, 1901	Europeans.....24
Number of cases reported	Chinese.....8
during the past 24 hours	Other Asiatics 0
	Europeans.....1
Total number of cases reported to date	1,465
Number of deaths reported	Chinese.....1,348
up till noon of the 24th	Other Asiatics 32
June, 1901	Europeans.....9
Number of deaths reported	Chinese.....8
during the past 24 hours	Other Asiatics 0
	Europeans.....0
Total number of deaths recorded to date	1,397

Since noon on Saturday last the cases and
deaths are:—

Cases Chinese.....	40
" Other Asiatics.....	0
" European.....	2
Total.....	42
Deaths Chinese.....	42
" Other Asiatics.....	1
" European.....	0
Total.....	43

The plague returns for last week were:—
Cases.....155
Deaths.....152
The returns for 22nd June, 1894, were:—
Total deaths to date.....2,144
New cases in previous 24 hours.....22
Deaths in previous 24 hours.....29
Patients under treatment.....154

We are glad to state Mr. Wacker is (as
reported yesterday) only suffering from a very
mild attack of plague.

Mrs. Primrose who was removed to Kennedy
Town Hospital yesterday evening, is doing
fairly well.

The European patients generally are pro-
gressing as favourably as could be expected.

The rooms at the back of the charge room in
the Central Police Station are being thoroughly
disinfected, owing to one of the Chinese
telephone operators having been seized with
plague.

FRENCH INDO-CHINA.

THE CHINESE BRIGAND RAID.

The *Strait Times* of the 18th inst. says:—
Destruction has overtaken the Chinese
brigands who, the other day, crossed the frontier
into Upper Tonquin. About 500 of them at-
tempted to surprise a French military station
at Caobang. On the march thither, they at-
tacked an outpost which was so stoutly defend-
ed that the garrison kept them at bay until
relief came from the force at Caobang. The
brigands then fell back upon the mountains.
The French commander secured the co-operation
of Chinese troops, and began to push the
enemy hard. He and his allies finally surrounded
them. The brigands took advantage of the
darkness to escape, but were pursued until they
faced about and made a stand. A flank move-
ment dislodged the brigands, who broke and fled.
120 soldiers gave the enemy chase and
caught them in an enclosed spot in the moun-
tains. There they were soon cut to pieces.
The turn of the remainder of the band came
the next day. The Chinese regular troops
stormed their positions while the French troops
kept the enemy under fire. These brigands,
too, were cut to pieces. The brigands still in
the field then scattered. To catch them, the
French authorities offered a reward of fourteen
dollars for every brigand dead or alive. The
result was that the brigands were hunted down
on all sides for the sake of the blood money.
Such was the end of the raid upon Caobang.
Another brigand force had taken up a position at
Bao Lai. At the date of last advices, a French
force was moving in that direction. The French
authorities made inquiries into the cause of the
raid and questioned the few prisoners made.
They said that General Sou, who commanded
the Chinese forces on the frontier, had found
the brigands in his jurisdiction to be too
troublesome. He gave them notice to be good,
and supplies on condition that they should
break into Tonquin. The brigands took him
at his word. But, on entering Tonquin, they
found the people to be hostile. General Sou
failed to furnish them with supplies. The
brigands, on finding the French forces too
strong for them, retreated into Chinese territory.
General Sou sent troops to intercept them.
Caught between them and their French pur-
suers, the brigands mostly perished. General
Sou thus saved himself the trouble of arresting
and beheading the brigands in Chinese territory.
He expects a good turn from the French and
that they will overlook his double dealing.

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mander pursued the fugitives until they faced
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Sou thus saved

the matter. He reported that customs duties would do no harm to the trade of the place. Free traders say that he had simply reported to order, though experience had demonstrated that duties do check trade. Free traders argue that transit trade will avoid a dear port, which Macassar is sure to be when duties are levied and that the change will only profit Singapore. They laugh at the harbour works and improvements at Macassar—to cost two millions of guilders—as being ineffective means to retain a trade ready to flee from the customs officers. The *Sourabaya Courant* points out that the Government by these changes of policy is simply working for the good of Singapore which, now more than ever, holds an unassailable position in the Far East.—*Strait Times*.

JAPANESE TRADE IN 1900.

In his report on the foreign trade of Japan for 1900, Mr. A. H. Lay, of the British Legation at Tokyo, says:—

Japanese shipping is now composed of 846 steam vessels of 528,321 tons and 3,280 sailing vessels of 304,161 tons; 4,126 vessels with a tonnage of 833,482 tons in all. A continuous steady increase is taking place in the numbers and tonnage of vessels flying the Japanese flag, and the Japanese are showing unflagging zeal in the development of their maritime empire. The leading steamship lines appear as usual to be in a flourishing condition, to judge from the reports presented to the shareholders and the dividend declared. The dividend of the Nippon Yusen Kaisha, for example, was at the rate of 12 per cent. per annum for the second half of the last business year.

British shipping shows an increase of 133 vessels, 499,559 tons, as compared with 1899. The Peninsular and Oriental Steam Navigation Company have sold their two steamers which used to run between Hongkong and Yokohama carrying passengers and cargo, and at times, mails. The *Rosetta* and *Robbia* are now in Japanese hands. It would appear as if the company had found themselves unable to compete with the heavily subsidised German, French, and Japanese mail lines, and had, in the meantime at least, abandoned a struggle which they had for some time carried on at a disadvantage and with little success. Passengers wishing to travel home now by a British mail line must proceed first to Shanghai or Hongkong, either by the "Intermediate" or "Peninsular" or "Oriental," or by vessels belonging to some other line. It is regrettable that the British Mercantile Marine is not better represented in these waters. An inquiry addressed to a passenger intending to proceed to Europe via India as to the line he will travel by elicits the almost invariable response "by German mail." The Norddeutscher Lloyd continues to own the most commodious and best-appointed vessels on this route.

Trusts in Japan.—There was some talk in 1900 of the formation of "trusts" in Japan to control some of the more important fields of industry, such as cotton-spinning, clock and watch making, coal production, &c., but in most cases the proposed combination was not found to be feasible. A Tokyo journalist commenting on the subject, has given it as his opinion that trusts are a failure in Japan for three reasons. In the first place, they are not founded on a strong basis; in the second, they suffer from lack of capital; and lastly, the credit of their promoters is unsound. In the case of coal, however, an exception is furnished to the rule, for the colliery owners signed in November a provisional agreement binding them to fixed rates for the sale of their coal.

Foreign Capital.—One of the schemes whereby the Japanese are seeking to attract foreign capital is the granting to aliens of permission to hold shares in Japanese railway companies. It has been decided that there is no objection to the purchase by foreigners of such shares provided that there exist no provision to the contrary in the bye-laws of a railway company, and the Department of Communications on June 5, 1900, informed eight of the private railway companies, by whom it had been approached on the subject, that they might if necessary alter their bye-laws so as to open the door to foreign co-operation. Many of the Japanese railways have been built in sparsely-populated districts more apparently with a view to military contingencies than with the prospect of adequate return for the outlay. In such of the railways, however, as traverse populous areas and connect towns of commercial importance the investment of foreign capital would be mutually beneficial, more especially if the foreign shareholders were able to exercise their influence in the direction of greater efficiency of service and the reduction of useless expenditure.

That *Formosa* does not offer many attractions, commercial or otherwise, to foreigners may be gathered from the small number of foreign residents in the island. The latest statistics place the number at 90. Chinese inhabitants, who are Japanese subjects, are reckoned at 2,700, and there are 1,200 Chinese from the mainland there in addition. The principal industries being the subject of Government monopoly, the field for private enterprise is restricted. Railway work in the island is making progress. The line between Takao and Tainan, 40 miles in length, was finished and opened towards the end of 1900. Financially, Formosa improves year by year.

A PRISON PRODUCED NEWS-PAPER.

The *Star of Hope*, the convict newspaper at Sing Sing (U.S.) may do more to make known to the whole world the character and needs of the men of the smaller and more unfortunate world than any number of visits to the prison, says *Ainslee's Magazine*. Remarkable articles have been written in this paper, written by remarkable men, after the day's work was over in their damp and unhealthy cells—cells as bad as any, and strongly condemned by the present authorities. Their ideas about society, about the causes and character of crime, ideas on prison, the characteristic largeness of crooks; more universally, their sentimentalities, their humorous attributes, their humanity in general; the strange fact that they are like anybody else, with a difference due to their environment in and out of prison, are made manifest in these articles. The results indeed a human document, and it would be hard to say too much in praise of the liberal policy which allows such a free paper to be published. The convicts are thereby immensely benefited, and society may be helped to understand those who have sinned against it, and to progress in its method of treating them. The editor, the contributors, the typesetters, the copy readers, all concerned with the editorial or mechanical aspect of the *Star of Hope*, wear the prison stripes, and the paper is circulated only within the walls of the State prisons of New York at Sing Sing, Clinton and Auburn, although it occasionally finds its way outside.

The original idea was conceived by Sing Sing No. 100 (the editor-in-chief), and heartily endorsed by the Superintendent of State Prisons, Cornelius W. Collins. No 100, and the Superintendent were alike filled with the conviction that a paper published by the convicts would have great educational value within the prison, and would improve the mind of the

prisoner, and thus fill a portion of the lonely hours which every convict must pass in his narrow cell. The sympathy between these two men, one an inmate of the prison serving seven years' sentence, and the other a prominent official, has given the *Star of Hope* a breadth and representative value which it otherwise could not have attained. Both men are very intelligently interested, not only in the point of view of society, but also in the welfare and ways of thought and feeling of the inmates. That accounts for the fact that many of the articles in the paper express such fearlessly the criminal's point of view. Never, or at least, very seldom, does anything appear which falls itself with essential wrong against essential right; the editor is very careful to suppress that right, general conclusions on the existing state of things, on particular judges, officials, etc. But there are very frank and often very intelligent criticisms of the machinery of law and of society's methods of restraining crime and treating criminals.

The editor and the superintendent are reformers; consequently the superintendent seems to allow the editor practically his own way. He desires a free outlet for the activity which has been curtailed by the law made in the interest of free labour, preventing goods made in prison from being sold outside state institutions. As a matter of fact, the chaplain is censor.

Lately, however, there has been a change of chaplains, and it may be that the new man may not so fully sympathise with the editor's aims. The report is presented to the shareholders and the dividend declared. The dividend of the Nippon Yusen Kaisha, for example, was at the rate of 12 per cent. per annum for the second half of the last business year.

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THE UGANDA LINE.

NEARING COMPLETION.

While the Finance Committee of the Reichstag are grumbling and wrangling over a vote for a short line from Dar-es-Salaam towards the interior of German East Africa, the Uganda railway is rapidly approaching the Victoria Nyanza. The rails are already laid for 480 miles, and the earthworks for twenty miles further. The engineers expect to reach the great lake in November, and to have the permanent line open in June, 1902. Considering how shamefully this work was mismanaged at first, and how near it came to being a total failure through jobbery, corruption, and incompetency, this rate of progress is really astonishing. We certainly have a knack of "muddling through somehow"; but we nearly always succeed in doing so by sending a man of brass, like Sir Harry Johnston, to clear up the mess that other men have been made. The Uganda railway will have cost quite three times the original estimate; but when completed, it will be the greatest triumph over nature and barbarism that the empire has yet achieved.

VIRTUES OF THE APPLE.

The apple is such a common fruit that very few persons are familiar with its remarkably efficacious medicinal properties. For instance, everybody ought to know that the very best thing they can do is to eat apples just before retiring for the night. Persons uninitiated in the mysteries of the fruit are liable to throw up their hands in horror at the visions of dyspepsia which such a suggestion may summon up; but no harm can come to even a delicate system by the eating of a couple of ripe and juicy apples just before the hour for going to bed. The apple is an excellent brain food, because it has more phosphoric acid in its easily digested shape than other fruits. It excites the action of the liver, promotes sound and healthy sleep, and thoroughly disinfects the mouth. This is not all. The apple prevents and helps to cure calculus, grows, while it obviates indigestion, and is one of the best known preventives of diseases of the throat. Altogether, it is one of the finest and most beneficial of fruits.

NOTES ON CHINA.

In a series of articles headed "China: Old and New," the *Financialist* of the 22nd ult. has the following notes:—

We have already set out some of the characteristics of the Chinese people viewed as workers—as industrial machines. It may be convenient to condense the description into a few words as possible, adding those qualities which are notorious and undisputed, as thus:—

(1) The Chinese workman is the only one in the world who can be relied upon for great and "staying" activity in any climate.

(2) In his own country he lives chiefly on a vegetable and fish diet, but can easily adapt himself to different conditions.

(3) Though morbidly suspicious of foreigners and generally contemptuous of foreign ideas, he is not averse to adopting new appliances when their utility is clearly shown, providing his superstitions are not involved.

(4) He is tenacious of his habits and minutely observant of his ancient methods of work to the point of childishness. As an adult he will not learn Western craftsmanship, or will learn it with great difficulty, where exact results are demanded. But if trained as a boy there is apparently no kind of skilled labour—including such high-class metal work as the manufacture of steam engines—which he cannot perform. Indeed, in some respects he surpasses European workmen, particularly in doing any sort of manual work requiring great patience and attention to minute detail.

(5) He is always ready to combine against his employer where he considers that by so doing he can get higher wages or any better conditions of employment.

(6) He is exceedingly thrifty.

(7) He is an inveterate gambler.

These two last qualities appear to the Western intelligence somewhat anomalous, even contradictory. But the apparent inconsistency disappears when it is considered that thrift and a passion for gambling are but different forms of cupidity. The Chinese saves in order that he may gamble.

THE TRAITS OF THE WORKMAN.

We have thus dwelt on the chief traits of the Chinese workman because his economic value, actual and potential, is the most important and most permanent factor to be considered in regarding the fate of China and her relations with the rest of the world. We have not touched upon his moral character. This has undoubtedly an economic importance, but beyond saying that he will carry out any definite contract with far greater punctiliousness than, say, our English workman, it would be difficult to generalise with any degree of accuracy. He is frequently an incorrigible thief, particularly in the way of the small things. On the other hand, he will do his work honestly, though the average Westerner, generally speaking, if he is well treated, but not exposed to undue temptations, he is a satisfactory worker—skilled or unskilled.

THE RESOURCES OF CHINA.

So much has been written of late as to the resources of China that there is no necessity to enter upon a detailed description of them. New facts come to light every day, but they do not usually make for any radical change in the appraisal of the marvellous latent wealth with which the country abounds. The fertility of the soil over a large portion of the Empire is probably greater than can be found in any other country over so large an area, with the possible exception of the black loam regions of Siberia. As to the minerals, China contains enough good coal and iron to supply the world for generations. The coal deposits alone have the unique attraction of being so placed that, as regards great areas of them, mining can be carried on with a maximum of result and a minimum of labour. Frequently the coal is either at the surface or so near to the face of a hill that the mineral requires no haulage whatever. Practically all the metals, precious and useful, are found in abundance. Naturally over such an immense country, the climatic conditions must be of the most varied. The north of China may be compared to the north of Scotland, only that the summers are very much hotter and drier, while the south is akin to the climate of Spain, or even Morocco. Roughly there are three zones—northern, central, and southern. Staple products are distributed somewhat thus, although allowance must be made for local conditions:—

Northern.—Wheat and barley.

Central.—Wheat, rice, tea, sugar-cane, bamboo, commercial timber.

Southern.—Rice, tea, and all sub-tropical crops.

These divisions, however, are subject to complete differences in the character of the country regarded from west to east. In the eastern region a complicated mountain system wears up the country into countless high-level valleys and plateaus, much of it barren, and all with far inferior soil to the rich alluvial plains which constitute the estuaries of the rivers, in the main flowing south-east, and of which the Yangtse-Kiang is the greatest.

"BUFFALO BILL"

TO ESTABLISH A MILITARY COLLEGE.

A Chicago paper makes the interesting statement that Colonel F. Cody, better known as "Buffalo Bill," is about to establish a military college of his own, wherein young men will be trained for war, not in the accepted sense, as at West Point or Sandhurst, but on common sense lines. The location of the college is in the heart of the famous Big Horn basin, where extensive grounds have been purchased and comfortable quarters built. The students are to be initiated into forest and frontier craft, with special reference to Boer and Red Indian fighting tactics. The College has already been incorporated and claims among its supporters two retired American Generals. The Colonel hopes that young fellows trained by him will be given commissions in the army. It is impossible to conceive such a college receiving any support from the British military authorities, but in America things are different, and may yet possibly see the State College at West Point broken up, and commissions in the future given to Colonel Cody's young men!

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations in 1898.

Barometer	29.763
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.

WEATHER REPORT.

On date at	On date at
Barometer	29.80
Thermometer	84.8
Humidity	86.0

TO-DAY.

Tuesday, 25th June, 1901.

Chinese—25th of 5th moon of 27th year of Kwang-shu.

Sun—Rise	5hr. 19min.
Set	6hr. 45min.
High water—Morning	5hr. 10min.
Afternoon	5hr. 30min.
Low water—Morning	9hr. 33min.
Afternoon	9hr. 33min.

ANNIVERSARIES.

1843—Treaty of Nanking exchanged.

1846—Corns Laws repealed.

1859—The British fleet defeated by the Chinese at the Peiho River.

1861—Order of the Star of India founded.

1862—Attack on the British Legation at Tokio.

1874—Treaty between China and Peru.

1875—Li Hung-chang visited Prince Bismarck.

1896—Armed steam launch beaten off by two pirate junks on West River.

TO-MORROW.

Wednesday, 26th June, 1901.

Chinese—26th of 5th moon of 27th year of Kwang-shu.

Sun—Rise	5hr. 19min.
Set	6hr. 45min.
High water—Morning	5hr. 10min.
Afternoon	5hr. 30min.
Low water—Morning	9hr. 33min.
Afternoon	9hr. 33min.

ANNIVERSARIES.

1843—Charter of Hongkong read at Government House.

1858—Treaty between England and China signed at Tientsin.

1863—Subsidiary coins obtained from England.

1875—Li Hung Chang appointed to inquire into the murder of Margary.

1886—The s.s. *Compton* lost on a voyage to Manila.

1897—Eruption of Mayon Volcano, Luzon; 300 lives lost.

1899—Telegraph line between Labuan and Sandakan B.N. Borneo in working order.

1899—Serious riots at Kiaochoo, several thousand natives attack railway, 9 Chinese killed.

AGENDA.

TO-DAY.

Cargo ex *Sado Maru* subject to rent.

TO-MORROW.

O. S. K. Co.'s steamer *Maidauru Maru* leaves for Anping, via Swatow and Amoy.

Noon—C. P. R. Co.'s steamer *Empress of India* with mails etc., leaves for Vancouver B.C.

4 p.m.—C. S. N. Co.'s steamer *Loongsang* leaves for Manila.

5 p.m.—E. & A. Co.'s steamer *Australian* leaves for Shanghai.

THURSDAY, 27th.

11 a.m.—Public Auction by Messrs. Hughes and Hough at the Central Police Station.

Noon—E. & A. Co.'s steamer *Airlie* leaves for Australia Ports.

Noon—U. S. Co.'s steamer *Coptic* leaves Honolulu via Shanghai, etc.

Noon—N. D. L. steamer *Sachsen* with mails passengers etc., leaves for Southampton.

FRIDAY, 28th.

Daylight—N. Y. K. steamer *Hitachi Maru* leaves for Manilla and London.

4 p.m.—N. Y. K. steamer *Rosita Maru* leaves for Sydney and Melbourne via Manilla etc.

(About)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.

Cargo ex *Sunda* subject to rent.

(About)—P. & O. Co.'s steamer *Malacca* leaves for Shanghai and Japan.

5 p.m.—C. M. Co.'s steamer *Diamante* leaves for Manilla.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

JUNE 19th.

Mr. D. C. Campbell, lower Yangtze pilot, having returned from leave, has resumed his duties as pilot of the Canadian Pacific Co.'s steamers.

Mr. H. Petersen, chief officer, *Store Nordica*, is acting master, same steamer.

Mr. A. J. Jackson, chief engineer, *Chautauqua*, from leave, has been transferred to the *Kaipan*.

Mr. A. C. Smith, chief officer, *Yuenwue*, is transferred to the *Wosang*.

Mr. J. Harris, 2nd engineer, *Newchwang*, is transferred to the *Shusi*.

Mr. R. Lewis, 2nd officer, *Shusi*, is transferred to the *Newchwang*.

Captain J. W. Miller, from leave, has resumed command of the *Paoting*.

Captain P. Garriock, *Paoting*, is awaiting orders.

Mr. J. W. Mennell, chief officer, *Choyang*, is awaiting orders.

Mr. H. Cuthbertson, 2nd engineer, awaiting orders, has been transferred to the *Taiyang*.

Mr. W. G. Elder, 3rd engineer, *Taiyang*, has signed off.

Mr. J. Payne, chief officer, *Wosang*, is transferred to the *Choyang*.

Mr. John Rae has gone 3rd officer, *Choyang*.

Mr. W. W. Kay has been appointed 2nd officer, *Hunan*.

Mr. E. B. Hayes, 2nd officer, *Hunan*, is promoted chief officer, same steamer.

Mr. F. C. Everett, chief officer, *Hunan*, is on leave.

Mr. H. Troubridge, chief officer, *Ngankin*, is transferred to the *Foochow*.

Mr. G. F. Deady, chief officer, *Foochow*, has resigned.

Mr. A. J. Philbey, 2nd officer, *Pekin*, is transferred to the *Chinkiang*.

Mr. T. H. Wheatson, 2nd officer, *Kansu*, is transferred to the *Taiwan*.

Mr. M. Bryan, 2nd officer, *Taiwan*, is transferred to the *Ngankin*.

Mr. Alfred Watson has gone 2nd officer, *Kansu*.

June 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer, of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Haitan*, has been transferred to the *Hailong* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted and mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haiching*.

Mr. A. B. upon is acting chief officer of the

Mr. C. Walker, late 3rd officer of the *Hailong*, is promoted 2nd officer of the *Haitan*. Mr. Atwood, recently on sick leave, has gone 3rd officer of the *Hailong*. Mr. Fairhead, has been appointed supercargo and 2nd officer of the *Haitan*.

SHIPPING AND MAIL NEWS.

German (*Sachsen*) to-morrow.

American (*America Maru*) to-morrow.

Indian (*Catherine Apar*) to-morrow.

French (*Annam*) 2nd prox.

American (*City of Peking*) 4th prox.

Canadian (*Empress of Japan*) 9th prox.

American (*Gardie*) 12th prox.

American (*Hongkong Maru*) 20th prox.

The O. & O. S. Co.'s steamer *Dencalion* left Singapore at noon to-day, (25th inst.), and is due in Hongkong on 30th inst.

The Imperial German Mail steamer *Sachsen* left Foonchow yesterday at 4 p.m., and may be expected here to-morrow at daylight.

The H. A. L. steamer *Arctia*, from Hamburg, left Singapore for this port to-day, and may be expected here on or about the 1st prox.

The M. M. Co.'s steamer *Annam* with the next French Mail, will leave Singapore to-day, the 25th inst., at 5 p.m., for this port via Saigon.

The Portland & Asiatic S. S. Co.'s steamer *Indrapura* left Yokohama on the 23rd inst., and may be expected here on or about the 3rd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. <i>Bennington</i>	at	Kowloon	Dept.
<i>Union</i>	"	"	"
<i>St. Enoch</i>	"	"	"
<i>Suzer</i>	"	"	"
<i>June</i>	"	"	"
<i>Australian</i>	"	"	"
<i>Irish</i>	"	"	"
<i>Haitan</i>	"	"	"
<i>Colonies</i>	"	"	"
<i>Monchen</i>	"	"	"
<i>Simongan</i>	"	"	"

PASSED THE CANAL.

Outward—17th May—*Rhein*, *Cruiser*.

Ingoing—24th May—*Nin*, *Kanshan*, *Shirley*.

28th May—*Sisterin*, (German) *Agamenon*.

31st May—*Renalder*, 4th June—*Chang*, *Chang*, *Chang*, *Chang*.

1st June—*Chang*, *Chang*, *Chang*, *Chang*.

2nd June—*Chang*, *Chang*, *Chang*, *Chang*.

3rd June—*Chang*, *Chang*, *Chang*, *Chang*.

4th June—*Chang*, *Chang*, *Chang*, *Chang*.

5th June—*Chang*, *Chang*, *Chang*, *Chang*.

6th June—*Chang*, *Chang*, *Chang*, *Chang*.

7th June—*Chang*, *Chang*, *Chang*, *Chang*.

8th June—*Chang*, *Chang*, *Chang*, *Chang*.

9th June—*Chang*, *Chang*, *Chang*, *Chang*.

10th June—*Chang*, *Chang*, *Chang*, *Chang*.

11th June—*Chang*, *Chang*, *Chang*, *Chang*.

12th June—*Chang*, *Chang*, *Chang*, *Chang*.

13th June—*Chang*, *Chang*, *Chang*, *Chang*.

14th June—*Chang*, *Chang*, *Chang*, *Chang*.

15th June—*Chang*, *Chang*, *Chang*, *Chang*.

16th June—*Chang*, *Chang*, *Chang*, *Chang*.

17th June—*Chang*, *Chang*, *Chang*, *Chang*.

18th June—*Chang*, *Chang*, *Chang*, *Chang*.

19th June—*Chang*, *Chang*, *Chang*, *Chang*.

20th June—*Chang*, *Chang*, *Chang*, *Chang*.

21st June—*Chang*, *Chang*, *Chang*, *Chang*.

22nd June—*Chang*, *Chang*, *Chang*, *Chang*.

23rd June—*Chang*, *Chang*, *Chang*, *Chang*.

24th June—*Chang*, *Chang*, *Chang*, *Chang*.

2

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANT. WERP, via SINGAPORE, PENANG, Colombo and Port Said	FRIDAY, 28th June, at Daylight.
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
KAWACHI MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 28th July, at Daylight.
IZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU J. B. McWilliam	MARSEILLES, LONDON & ANT. WERP, via SINGAPORE, PENANG, Colombo and Port Said	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,

[6]

Hongkong, 25th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 17th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAPURA," "INDRAPURA," "KNIGHT COMPANION,"

HONGKONG AND PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 6th July, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian, and United States Ports.

For further information as to Freight and further information communicate with or apply to ALLAN CAMERON,

General Agent,

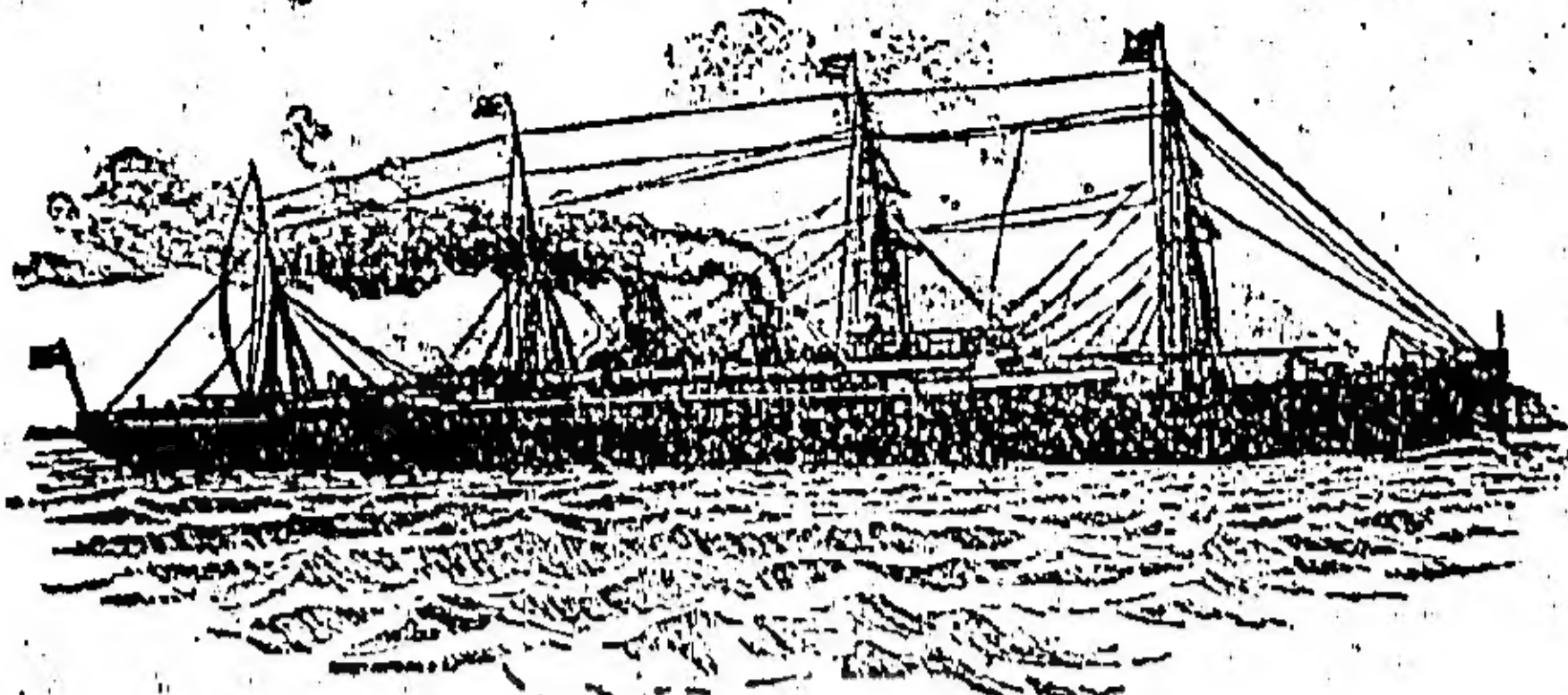
or to

DODWELL & CO. LIMITED,

[10]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIEL"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 27th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

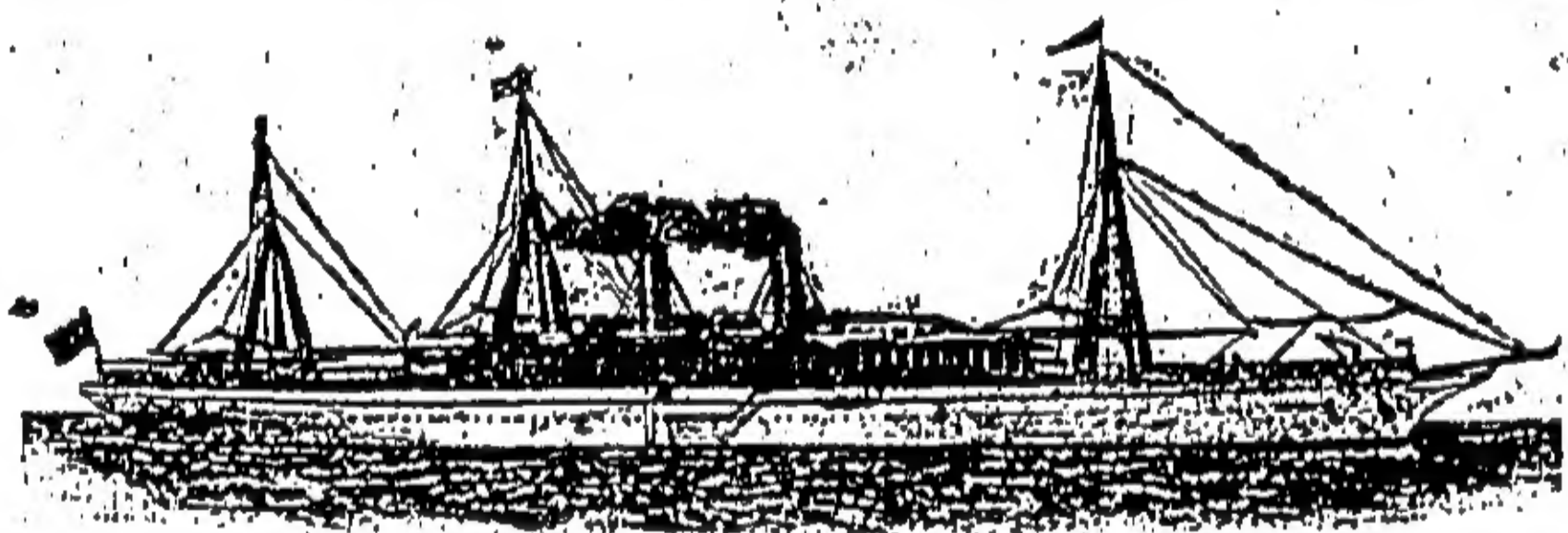
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 24th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE-DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Redder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SABIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WULFENBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further information, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
FOOCHOW	TAIYUAN	26th instant.
MOI	HUNAN	26th instant.
SHANGHAI	WHAMPOA	28th instant.
MANILA	SUNGKIANG	28th instant.
LOILO and CEBU	CHINKIANG	29th instant.
YOKOHAMA, KOBE and MOI	TSINAN	2nd July.
BRISBANE, SYDNEY and MELBOURNE	TAIYUAN	6th July.
MANILA	TAIWAN	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	TAIWAN	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	PELUS	27th June.
"	DEUGALOT	30th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	PROMETHEUS	15th July.
LIVERPOOL (DIRECT)	ALCINOUS	23rd July.
(Taking Cargo at LONDON RATES.)	GLAUCOUS	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents, O. S. S. Co.

Hongkong, 25th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, TO-MORROW, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [226c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevardess and a duly qualified Surgeon are carried.

A/B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th June, 1901. [594c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. [579c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 3rd July, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th June, 1901. [321c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901. [529c]

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty, will be despatched for the above Port, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901. [644c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,

Rock Building.

